

ORDER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

WP 7430.1

5/20/82

SUBJ: SOUTHERN CALIFORNIA TERMINAL ROUTE SYSTEM (SO-CAL)

1. PURPOSE. The purpose of this Order is to provide guidance for Southern California ATC facilities in the use of the So-Cal routes.
2. BACKGROUND. Southern California has become a complex network of approximately 40 controlled airports, 7 terminal radar facilities, and 1 enroute center. Individual airport arrival and departure procedures have become increasingly numerous and complex. Various types of aircraft with different speed, climb and noise characteristics have further expanded discrete routes between the same airports. Many routes, although short geographically, are long in description.

In an effort to establish a single source of preferential routes for both pilots and controllers, the So-Cal program was developed. The program provides two major advantages. The first gives each ATC facility a standardized list of preferential routes based on type aircraft, departure and destination. The second aspect of this program distributes the So-Cal list of preferential routes to the user, Southern California instrument pilots. By using the So-Cal routes, frequency congestion, time and the possibility of error in copying clearances are reduced.

3. DISTRIBUTION. This Order is distributed to selected offices in Western-Pacific Headquarters, and all Southern California Air Traffic Field Facilities within the Western-Pacific Region.

4. EFFECTIVE DATE. June 3, 1982.

5. RESPONSIBILITIES.

- a. Towers shall insure all pilots issued an abbreviated clearance in the So-Cal program have the current edition of the So-Cal routes.

- b. If necessary, parent radar facilities may provide towers with local instructions or altitude restrictions not covered on the So-Cal routes through Letter of Agreement.

- c. Los Angeles Center or parent radar facilities may initiate and forward requests for permanent changes to So-Cal routes to AWP-530.

NOTE: Normally, only changes of significant operational necessity should be processed between annual reviews called for in this Order.

d. AWP-530 shall:

(1) Review requests for changes on the So-Cal routes and distribute the requests to all participating radar facilities for comment. If conflicts exist, AWP-530 shall resolve the conflict before any adaptation changes and/or So-Cal routes are reprinted.

(2) Distribute to each So-Cal facility all finalized changes to the So-Cal routes, with the effective date of the change.

(3) Initiate an annual review of the So-Cal routes. Normally, this will be accomplished at a meeting with representatives for all participating radar facilities. This meeting should have an agenda which includes, but is not limited to, So-Cal publication format, routes/altitudes/adaptation changes, reprinting requirements and funding, task assignments or action items.

6. PROCEDURES.

a. Towers shall:

(1) Issue the current So-Cal route to all departures destined to airports in the So-Cal program. Abbreviated clearances may be issued if the pilot has the current So-Cal chart.

(2) Advise So-Cal departures to expect the altitude indicated on the So-Cal route five minutes after departure, unless a Letter of Agreement specifies otherwise.

b. All radar facilities shall insure aircraft in the So-Cal route structure are on established routes prior to entering adjacent radar facility's airspace boundaries, unless otherwise coordinated or specified in a Letter of Agreement.


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